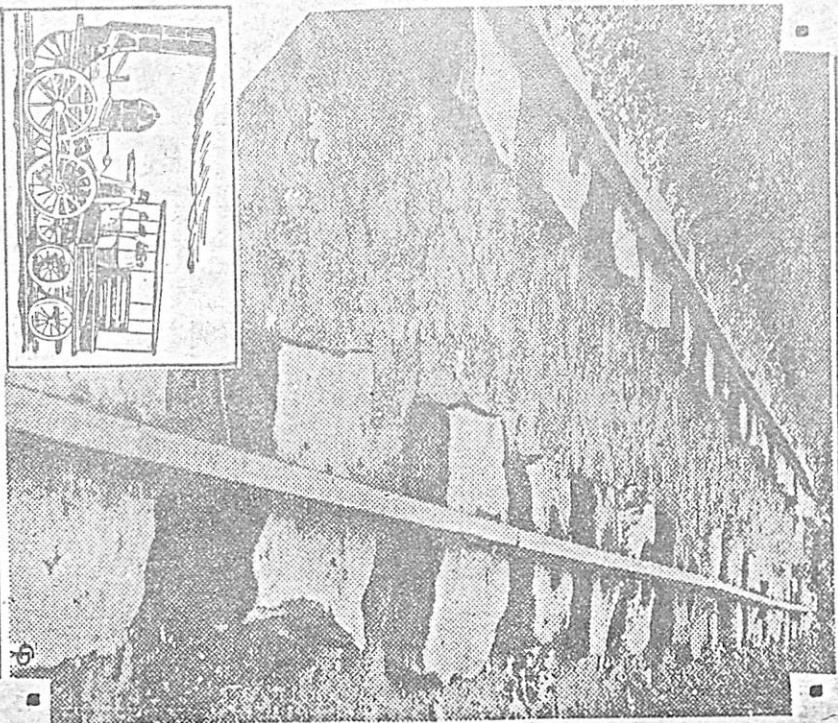


RUSTY RAILROAD TRACK, ONE OF COUNTRY'S FIRST, ENJOYS 100TH BIRTHDAY



All that remains of one of America's first railroads near Jamesburg, N. J., which this year celebrates its one hundredth anniversary.

By Central Press

JAMESBURG, N. J.—A worn and rusty bit of railroad track near here, its tattered fragments clinging to chunks of weather-beaten stone, is celebrating its one hundredth anniversary this year.

The piece of track lies alongside the Pennsylvania railroad and was originally part of the old Camden & Amboy R. R., one of the pioneer rail lines of America. Exposed to the elements for a century past, this old relic of early railroad days is one of the last

reminders of the beginning of the steam transportation era.

The Camden & Amboy, first railroad line in New Jersey, was built originally between Bordentown and South Amboy and later extended to Camden. The old rails now are paralleled by the modern tracks of the Pennsylvania, which leased the earlier company and took over its route in 1871.

Rails Rest On Granite
Passengers who travel over the Pennsylvania between Bordentown, N. J., and South Amboy can see this 300 foot length of old rail-

road laid on large granite blocks, just beside the tracks near Jamesburg station about 20 miles northeast of Trenton, the state capital. It was in the late spring of 1831 that pioneer railroaders, in search of a quicker and more convenient means of transport between Philadelphia and New York than the stage coach and canal boat, laid the track.

Despite the fact that it has been exposed to the elements for a full century, this old relic of the infancy of America's railway system is in a fair state of preservation and gives promise of lasting still another hundred years or so to remind successive generations of the struggles and difficulties of the men who helped to lay the foundation of American civilization.

Rails From England

The pioneer Camden and South Amboy line was chartered by the New Jersey state legislature late in 1830 to operate a combined rail and water route between Philadelphia, Camden and New York City. No iron suitable for its trackage being available in this country, the railroad's first president Robert L. Stevens, took ship for England to work out with London iron workers a satisfactory rail design.

Whiling away idle hours on ship board, Stevens worked out an entirely new type of rail for his line, marking a distinct departure from that then in use in England and on the one or two short stretches of railroad already operating in the United States. He discarded the old wooden rail or stone stringer plated with strap iron then in use and designed a crude but practical conception of the T-rail which, with slight variations in shape and modernization in size and weight is still the standard design of railroad tracks today.

The first lengths of rail for the pioneer line were received by ship from England early in 1831 and the first piece of track, five-sixths of a mile long, was laid during the summer of that year from Bordentown north, in the direction of Hightstown. Later, the line was extended to Elizabeth and

Book chronicles history of rail lines that have run their course in Utah

By Tom Hatch
Deseret News staff writer

UTAH GHOST RAILS; by Stephen L. Carr and Robert W. Edwards; Western Epics; 208 pages; \$19.95

Have you ever wondered about old tree-and-brush-covered railroad grades at the sides of roads? Or parts of rails showing through pavements of streets?

If so, Stephen L. Carr and Robert W. Edwards have written a book for you.

The book is "Utah Ghost Rails," an interesting, informative and readable compilation of histories of railroad lines that once ran through Utah.

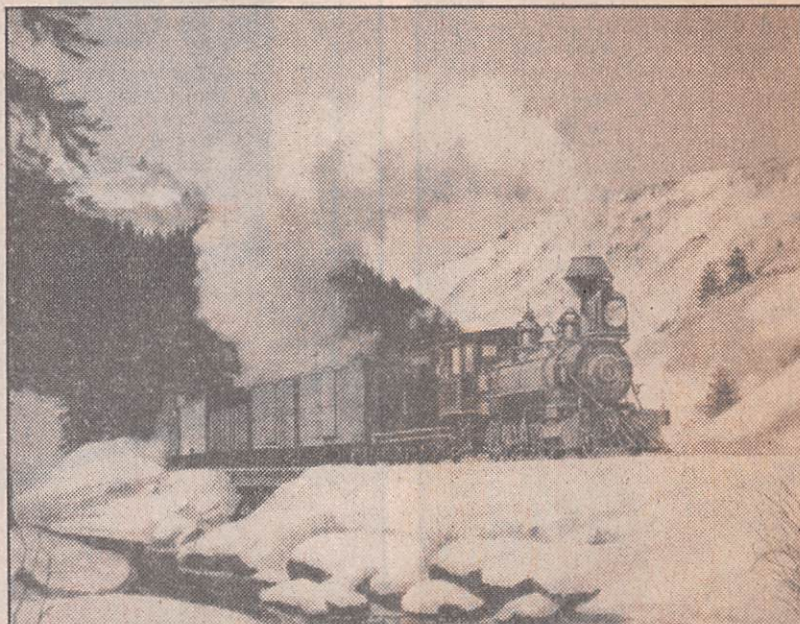
The authors, who define a ghost railroad as one that has run the course of its existence, chronicle the rise and fall of these railroads from the time they opened until they were bought out or abandoned.

The major focus, the authors say, is to outline briefly the history of railways no longer in existence and relate them to the railroad history of Utah. The authors parallel this book with a companion volume, "Historical Guide to Utah's Ghost Towns," in helping the reader understand why the lines were built in the first place and their role in the state's economy.

The book is divided into six sections titled: Northern Utah, North Central Utah, Central Utah, Southwestern Utah, South Central Utah and Eastern Utah. Another section covers steam locomotives on display in Utah.

The photographs should bring back memories to those who rode these lines, and the photos blend in nicely with the text. Many of the maps are copied from U.S. Geological Survey maps, which are well-known for their excellent detail. The maps are reproduced in scales that make the locations and routes of these lines easily recognizable.

This book also should whet the appetite for exploring some of these abandoned lines. One of this writer's favorites is the Salt Lake & Utah,



Utah Central Railway, just east of Parleys Summit, from an original oil painting by Gilbert H. Bennett.

which ran west of Redwood Road from 3100 South to about 12700 South. And along with the Bamberger Railroad, they are rights of way the Utah Transit Authority would love to have today for light-rail projects.

The authors lead off with the Promontory railroads and the Union Pacific and Central Pacific — fitting because of the historical significance of the Golden Spike ceremony that linked the East and West coasts by rail.

Just as heavy-rail, interurban and mining lines are covered, so, too, is the Salt Lake streetcar system. This 13-page section is one of the best this writer has seen of the Salt Lake streetcar operations.

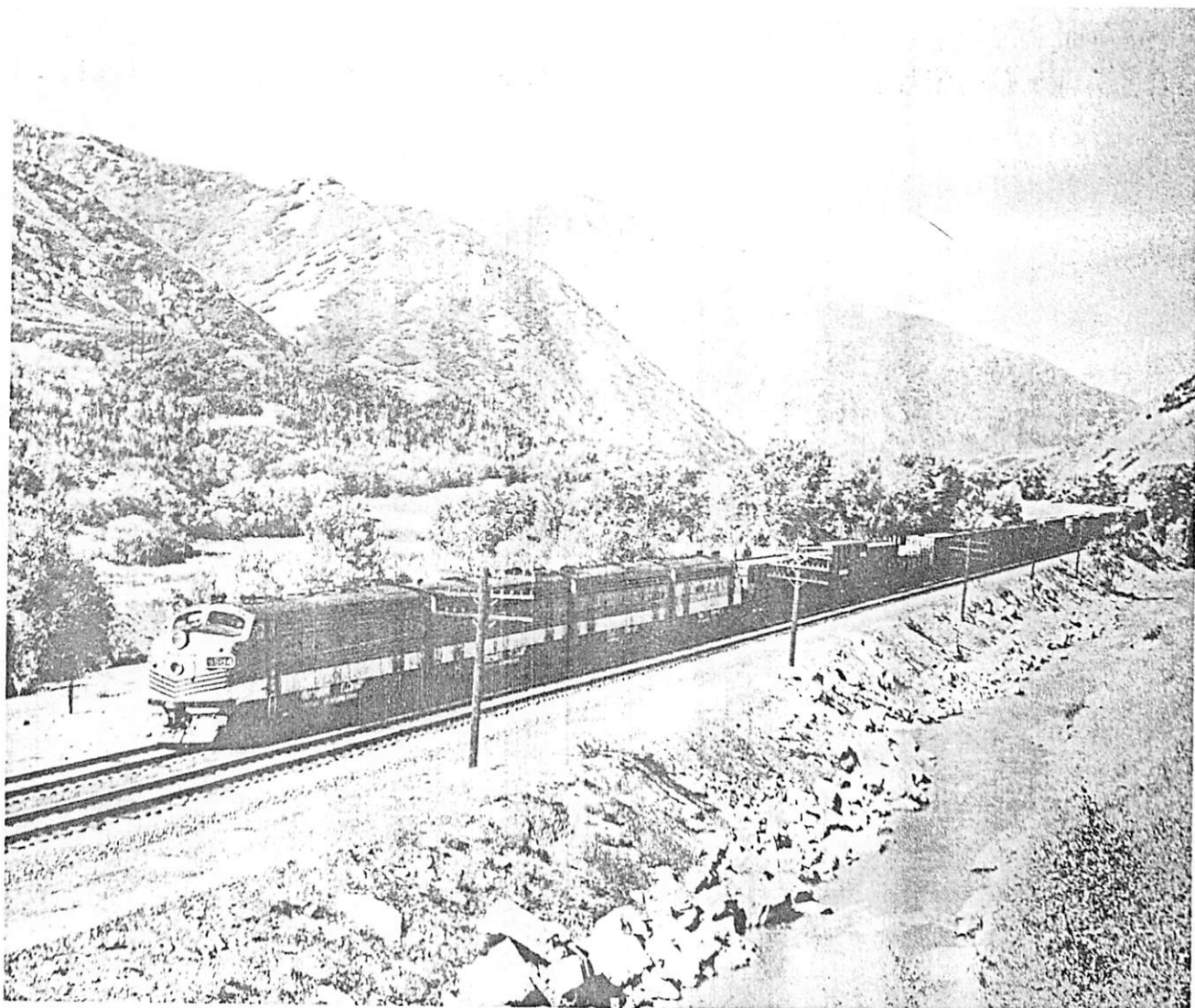
Another rail line that piques the curiosity is the Interstate Brick Co. operation that branched off from the Denver & Rio Grande Western's former Parleys Canyon line just west of Highland Drive. Many longtime residents of the area southwest of Sugarhouse Park might remember this line, which ran roughly along 1100

East to the brick plant at 3100 South, with another spur running eastward to the clay pit. For those reading pre-1970s maps of Salt Lake City that show these rail lines, the book provides excellent background information on the lines' significance.

The authors spent considerable time compiling this book, and their effort shows. One much-appreciated feature is the care in which the authors relate these lines to present-day events. For instance, many Wasatch Front readers might be surprised to learn how close they live to — and in some cases right on — former rights of way.

The only suggested improvements are a Utah map showing the locations of these lines and shadow boxes in each section showing the opening date(s) or year(s), the mileage and abandonment dates.

But these are small criticisms. This book will be an asset to the libraries of anyone who rode or was familiar with these lines as well as local history buffs, rail fans, researchers, and those just wanting to explore.



COURTESY RIO GRANDE RR

Rio Grande Railroad serves Heber via Provo Canyon

Railroads

The Heber area is served by the Denver & Rio Grande Western and Union Pacific Railroads. These interstate lines maintain competitive thru freight rates and schedules to and from all transcontinental points. Coordinated thru schedules with direct connections at Salt Lake City and Ogden serves the entire Pacific Coast. The same fast freight service is available to all eastern markets thru D&RGW direct connections at Denver and Pueblo.

